

Publication--National Ocean Service--U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 1997 (27th) Edition. Change No. 43.

Coast Pilot 5 27th Ed 1997 Corrections

Page 60-Paragraph 873: Delete.
(33 CFR 117.475)

Page 61-Paragraph 884: Delete.
(33 CFR 117.481)

Page 61-Paragraph 899: Delete.
(33 CFR 117.486)

Page 62-Paragraph 921, read:
(b) The Kansas City Southern railroad bridge, mile 36.2 near Ruliff and the draw of the S12 bridge, mile 40.8 at Starks, need not be opened for passage of vessels.
(33 CFR 117.493)

Page 62-Paragraph 926: Delete.
(33 CFR 117.495)

Page 64-Paragraph 1043: Delete.
(33 CFR 117.984)

Page 90-Paragraph 1968, read:
(b) All vessels over 5,000 gross tons intending to pass anhydrous ammonia vessels moored in Port Sutton, and all vessels intending to moor in the R.E. Knight facilities at Hookers Point while an anhydrous ammonia vessel is moored in this facility, must give 30 minutes notice to the anhydrous ammonia vessel so it may take appropriate safety precautions.
(33 CFR 165.703; FR 2/24/00; CL 318/2000)

Page 91-Paragraph 1973, line 3; read:
approaches only with a minimum of three ...
(33 CFR 165.703; FR 2/24/00; CL 318/2000)

Page 99-Paragraph 2382, insert after:
(e) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.
(33 CFR 167.5)

Page 300-Paragraph 94, line 13; read:
drawbridge regulations.) In June 1998, a fixed highway bridge with a design clearance of 15 feet was under construction close N of State Route 616 bridge; upon completion, it will replace the removable span. Several overhead power cables cross the ...
(CL 1035/98; 24/98 CG8)

Page 322-Paragraph 188, line 4; read:
highway bridge just S of the bridge remains in ruins. There are marinas near ...
(CL 201/2000)

Page 327-Paragraph 291, line 2; read:
(790 feet usable) and 56 feet wide, has 14 feet over the sills, and handles ...
(CL 186/2000)

Page 327-Paragraph 298, lines 1-2; read:
Port Allen Lock, at **M.P. Mile 64.2**, is 1,198 feet long (1,188 feet usable) and 84 feet wide, has 13 feet over the sills, and ...
(CL 186/2000)

Page 330-Paragraph 367, insert after:
A removable span bridge with a clearance of 5 feet is about 0.25 mile N of the cable ferry.
(CL 2162/99)

Page 359-Paragraph 675, line 4; read:
jurisdiction of the U.S. Fish and Wildlife Service, is about 527 miles SE of Key West ...
(CL 314/2000; FR 12/29/99)

Page 377-Paragraph 41, read:
Upper Chesapeake Bay.
Tampa Bay.
Puget Sound, Southern Part.
Puget Sound, Northern Part.
(DOLE/00)

Publication--National Ocean Service--U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 1997 (27th) Edition. Change No. 44.

Coast Pilot 5 27th Ed 1997 Corrections

Page 151-Paragraph 319, line 1; read:

Charts 11425, 11415, 11426, 11424.-The coast between ...
(NOS 11415)

Page 163-Paragraph 120, line 1; read:

Chart 11416.-Hillsborough Bay, the NE arm of Tampa ...
(NOS 11416)

Page 161-Paragraph 85, line 1; read:

Charts 11415, 11416-Mullet Key, on the N side of the entrance ...
(NOS 11412; NOS 11415)

Page 168-Paragraph 228, line 1; read:

Charts 11416, 11415, 11411.-St. Petersburg, a large ...
(NOS 11415, NOS 11416)

Publication--National Ocean Service--U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 1997 (27th) Edition. Change No. 45.

Coast Pilot 5 27th Ed 1997 Corrections

Page 169-Paragraph 251, line 1; read:

Charts 11415, 11416.-The Intracoastal Waterway leads ...
(NOS 11415, NOS 11416)

Page 318-Paragraph 96, line 1; read:

Charts 11415, 11416, 11411.-The waterway continues across ...
(NOS 11415, NOS 11416)

Page 318-Paragraph 95, line 1; read:

Charts 11425, 11415, 11416, 11411.-The waterway continues N ...
(NOS 11415, NOS 11416)

Publication--National Ocean Service--U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 1997 (27th) Edition. Change No. 46.

Coast Pilot 5 27th Ed 1997 Corrections

Page 42-Paragraph 250, line 1; read:

(a) Unless an exemption is granted under §26.09 and ...
(33 CFR 26.04)

Page 48-Paragraph 415, lines 2-11; read:

this part are designated as special anchorage areas for purposes of 33 U.S.C. §§2030(g) and 2035(j). Vessels of less than 20 meters in length, and barges, canal boats, scows, or other nondescript craft, are not required to sound signals required by rule 35 of the Inland Navigation Rules (33 U.S.C. 2035). Vessels of less than 20 meters are not required to exhibit anchor lights or shapes required by rule 30 of the Inland Navigation Rules (33 U.S.C. 2030).
(33 CFR 110.1)

Page 42-Paragraph 270: Delete.

(33 CFR 26.04)

Page 45-Paragraph 286 through Paragraph 290: Delete.

(33 CFR 26.10)

Page 69-Paragraph 1280, line 5; read:

District Commander to the Assistant Commandant for Marine Safety ...
(33 CFR 160.7)

Page 85-Paragraph 1733, insert after:

(e) A tanker equipped with an integrated navigation system, and complying with paragraph (d)(2) of this section, may use the system with the auto pilot engaged while in the areas described in paragraphs (d)(3) (i) and (ii) of this section. The master shall provide, upon request, documentation showing that the integrated navigation system—

(1) Can maintain a predetermined trackline with a cross track error of less than 10 meters 95 percent of the time;

(2) Provides continuous position data accurate to within 20 meters 95 percent of the time; and

(3) Has an immediate override control.

(33 CFR 164.13)

Page 87-Paragraph 1821, read:

§164.39 Steering gear: Foreign tankers.

(33 CFR 164.39)

Page 87-Paragraph 1840, line 4 through Paragraph 1847; read: the water, or over the ground.

(33 CFR 164.40)

Page 140-Paragraph 83, lines 7-8; read:

lights and a daybeacon mark the channel. In October 1998, the controlling depth in the entrance channel was 12 feet, ...

(CL 408/2000)

Page 149-Paragraph 266, lines 2-6; read:

has two fixed spans which cross the Caloosahatchee River at Fort Myers, Mile 134.5, with a vertical clearance of 56 feet.

(CL 281/96)

Page 221-Paragraph 11, line 2; read:

Buoy NO (29°26.4'N., 88°56.8'W.), about 2.5 miles ENE of the ...

(LL/99)

Page 224-Paragraph 69, line 5; read:

Approach Lighted Horn Buoy NO (29°26.4'N., 88°56.8'W.). The ...

(LL/99)

Publication--National Ocean Service--U.S. Coast Pilot 5, Atlantic Coast: Gulf of Mexico, Puerto Rico, and Virgin Islands, 1997 (27th Edition). Change No. 47.

Coast Pilot 5 27th Ed 1997

Corrections

Page 277-Paragraph 169, lines 3-4; read:

first fixed highway bridge. In September 1999, the controlling depth was 5 feet (7 feet at midchannel). The highway bridge has a fixed span ...

(CL 235/2000)

Page 284-Paragraph 298, lines 3-4; read:

entrance channel to Trinity River. In July 1999, the controlling depth was 1 foot. The channel is marked by lights and

Page 245-Paragraph 41, lines 7-8; read:

Waterway. In February-November 1999, the controlling depth was 10 feet across the bar, thence 7 feet to the junction with the Intracoastal Waterway. Shoaling to 5 feet was reported from the Entrance Light 1 to Light 51 in November 1999; caution is advised.

(46/99 CG8; CL 667/97; DD476; DD477; NOS 11365)

Page 253-Paragraph 180, line 1; read:

Oyster Bayou Light (29°12.9'N., 91°07.7'W.), 35 feet ... (LL/99)

Page 253-Paragraph 187, lines 3-4; read:

from a square green daymark on a skeleton tower on a concrete platform at **Eugene Island** on the W side of the dredged channel, ...

(LL/99)

Page 264-Paragraph 375, line 2; read:

(29°20.0'N., 93°13.3'W.), is equipped with a strobe light and a ...

(LL/99)

Page 269-Paragraph 476, line 1; read:

Old Sabine Bank Light (29°28.3'N., 93°43.4'W.), 30 feet ...

(7/2000 CG8)

Page 277-Paragraph 168, lines 3-6; read:

turning basin at the highway bridge at **Orangefield**. In September 1999, the controlling depth was 7 feet (10 feet at midchannel) in the channel with 7 to 11 feet available in the basin, except for shoaling to 3 feet in the left outside quarter. In 1996, a draft of 4 1/2 feet could be carried for about 15 miles above the basin. Below the ...

(CL 1393/98; CL 235/2000)

daybeacons.

(CL 235/2000)

Page 285-Paragraph 326, lines 6-9; read:

Clear Creek to the railroad bridge at **League City**. In July 1999, the controlling depth in the entrance channel to Light 8 was 7 feet; thence in February 1998, the controlling depth through Clear Lake was 7 feet; thence in May 1998, the

controlling depth was 7 feet in Clear Creek; thence in 1996, 4 feet to the railroad bridge at League City. The Clear Creek entrance channel ...

(CL 235/2000)

Page 286-Paragraph 332, lines 6-8; read:

small settlement about 7 miles up the bayou. In July 1999, the controlling depth was 4 feet to Light 27; thence in 1996, the controlling depth was 3 feet to the railroad bridge. The entrance channel is marked ...

(CL 235/2000; NOS 11327)

Page 289-Paragraph 403, lines 1-5; read:

Buffalo Bayou, above the Houston Turning Basin, in January 2000, had a controlling depth was 3 feet (6 feet at midchannel) to the Lockwood Drive fixed highway bridge, about 2 miles above Houston Turning Basin, thence 2 feet for another 1.5 miles to the Jensen Street bridge; thence in 1997, a natural depth of 10 feet for about another 0.6 mile ...

(CL 1393/98; CL 235/2000)

Page 292-Paragraph 473, line 1; read:

In October 1999, the channel controlling depth was 2 1/2 feet, except for shoaling to 1/2 foot in the right outside quarter ...

(CL 235/2000)

Page 292-Paragraph 477, lines 5-6; read:

Intracoastal Waterway. In November 1999, the controlling depth was 9 1/2 feet (12 feet at midchannel) to the Monsanto basin. It was reported that ...

(CL 235/2000)

Page 302-Paragraph 157: Delete.

(49/99 CG8)

Page 306-Paragraph 254; read:

In February 1999, the controlling depth was 11 feet (13 feet at midchannel) in the channel and 12 to 13 feet in turning basin, thence 12 feet in the connecting channel to Conn Brown Harbor and 12 feet in the harbor.

(CL 235/2000)

Page 312-Paragraph 360, lines 3-5; read:

basin at Port Brownsville. In April 1999, the channel leading into Brownsville Fishing Harbor had a controlling depth of 14 feet, thence 13 feet in the connecting channel with 13 to 14 feet in ...

(CL 235/2000)

Page 332-Paragraph 410, lines 5-6; read:

December 1999-January 2000, the channel had a midchannel controlling depth of 1 foot. The Gulf entrance to the flood discharge ...

(CL 235/2000)

Page 332-Paragraph 411, lines 3-5; read:

Terminal. In September-October 1999, the controlling depth

was 1 1/2 feet (4 feet at midchannel) from the Intracoastal Waterway to the turning basin, and 9 feet was available in the turning basin.

(CL 235/2000)

Page 365-Paragraph 121, line 1; read:

Towage.-Tugs up to 2,500 hp are available for docking ...

(CL 532/2000)